

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no

Property Name: Dorchester and Delaware Railroad Inventory Number: **CAR - 373 / D-782**

Address: extending from Cambridge to the Delaware state line Historic district: ☒ yes ☐ no

City: n/a Zip Code: n/a County: Dorchester

USGS Quadrangle(s): multiple

Property Owner: Maryland Transit Administration Tax Account ID Number: 07180063

Tax Map Parcel Number(s): 5096 Tax Map Number: 301

Project: Excess Real Property - Cambridge, MD to Delaware State Line Agency: Maryland Transit Administration

Agency Prepared By: John Milner Associates, Inc.

Preparer's Name: Douglas C. McVarish Date Prepared:

Documentation is presented in: see references below

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number: Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staff ☐ yes ☒ no Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

Description:

The Maryland section of the former Dorchester and Delaware Railroad extends from Cambridge, Dorchester County, to the Maryland-Delaware state line southeast of Federalsburg, Caroline County (Figure 1). It generally consists of a single track with wood ties laid upon stone ballast. A railroad junction is present in Hurlock, while remains of railroad sidings are visible at various points along the line.

Originally, the railroad extended north to the Choptank riverfront in Cambridge but now extends only northwest of Washington Street and south of Cedar Street in Cambridge. From Cambridge, the railroad extends generally southeast between the Chesapeake Industrial Park and the Dorchester County Jail and thence across Bucktown Road and along the southwest side of the Cambridge-Dorchester Airport. Most of the right-of-way in this area extends through agricultural land. West of the hamlet of Airey, the line turns to the northeast and crosses Aireys Road amidst farmland. The first major waterway crossing occurs east of Airey where the line crosses Higgins Millpond on a plate girder bridge.

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MHT Comments:

*Jim Jarman*  
Reviewer, Office of Preservation Services  
*Blanton*  
Reviewer, National Register Program

*6/22/2009*  
Date  
*6/22/09*  
Date

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East of the bridge, near the hamlet of Linkwood, the line extends parallel to Linkwood Road in a generally north-northeast direction (Photo 1). At the town of East New Market, the line turns northeast along the south side of Market Street (Maryland Route 392). This right-of-way adjoins industrial properties, residential properties, and farmland. The right-of-way continues along the southeast side of Route 392, known locally as the East New Market-Hurlock Road, into the town of Hurlock. At Railroad Street, the line intersects a spur track that extends north from Hurlock to Preston. Extending northeast out of Hurlock, the former Dorchester and Delaware Railroad extends past former industrial buildings adjacent to Williamsburg Road (Maryland Route 307). The right-of-way extends along the southeast side of Route 307 until the vicinity of Clark Canning House Road, west of Federalsburg, where it extends south of Route 307. Crossing Federalsburg Highway (Maryland Routes 318/313), it extends along the north edge of the Caroline Industrial Park and then south of Railroad Avenue. The line crosses Marshyhope Creek on a pile bridge and extends to the east, crossing Reliance Avenue (Maryland Route 313) immediately south of a public park.

The line then extends to the southeast, crossing Federalsburg Highway (Route 318) at the Federalsburg Industrial Park and extends through the park. After the industrial park, the line extends southwest through agricultural land, crossing secondary roads and crosses the state line north of Oak Grove Road.

The following historic elements are associated with the railroad line:

#### Stations

Cambridge Passenger Station (D-127). 200 Trenton Street. Tax Map: 301, Tax Parcel: 5098. Tax ID #: 07156030

The Cambridge Station (Photo 2), now used as a real estate office, is located at Maryland Avenue and Trenton Street. Once situated adjacent to the railroad line, it is now located beyond the north extent of the tracks. The station was described in the Maryland Historical Trust inventory form as follows:

It is a simple rectangular structure with a hip roof that has a wide overhang supported by diagonal bracing. It is a frame structure with brick below the sill level and shingle above the brick. The center of both sides is a protruding portion, probably the former ticket office. Three bays flank the office on each side. One small dormer is located approximately in the center on both main facades.

#### East New Market Passenger Station (D-639)

The East New Market Station has been moved from the railroad line and currently sits at the rear of the Crossings at New Market, a residential development off Railroad Avenue (on Buckland Parkway and adjoining streets). It is anticipated that the station will eventually be relocated to a prominent place within the development. Because it is no longer in proximity to the rail line, it cannot be considered a property within the rail line district. The station was described on the summary sheet for the Maryland Historic Sites Inventory as follows:

The single-story frame station is not unlike others on the Eastern Shore with its steeply pitch gable roof supported by a common rafter, through-purlin roof system with C-shaped wall brackets. The building exterior is sheathed with a combination of wood shingles and plain weatherboards, another common finish for Victorian era structures. The interior is divided into three rooms each sheathed with narrow beaded boards.

Hurlock Freight Station (D-646). Tax Map: 400, Tax Parcel: 280. Tax Account ID #: 15011688

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The Hurlock Freight Station (photos 3 and 4) is located south of the Dorchester and Delaware Railroad on the south side of Broad Street (Maryland Route 307) near its intersection with Railroad Avenue. It was briefly described in a 2001 National Register Eligibility Review Form prepared by KCI:

The c. 1890-1910 Hurlock Freight Station is a one-story, four-bay building with gable roof and rectangular plan consisting of three main rooms. Originally sheathed with board-and-batten siding, the building is currently covered with asbestos shingles but does retain remnants of the original sash as well as several distinctive "peaked" window hoods.

Williamsburg Passenger Station (no individual tax parcel indicated)

The Williamsburg Passenger Station (photos 5 and 6) has been relocated from its original location in Williamsburg to its current location in the western portion of Hurlock adjacent to Gay and Charles streets. To confuse matters, it now has a sign identifying it as the Hurlock Station.

The single-story, wood-framed building, is topped by a gable-on-hip roof. A rectangular bay, probably originally used by the stationmaster, projects from the south wall. It is fenestrated with nine-over-one, double-hung, sash windows on its outer wall. Other windows include six-over-one, double-hung sashes. The building sits on a brick foundation, and is sheathed in flush board.

Federalsburg Passenger Station (CAR-163) (no individual tax parcel indicated)

The Federalsburg Passenger Station, which still sits adjacent to the railroad line in Federalsburg, Caroline County, is currently used as the offices of the Maryland and Delaware Railroad (photos 7 and 8). This small, wood-framed building, rectangular in footprint, is topped by a steeply pitched hipped roof with projecting eaves. A rectangular bay projects on the track side in order to provide a better view for the stationmaster. The lower walls are sheathed in clapboards, while the upper walls are sheathed in shingles. Fenestration consists of six-over-six, double-hung, sash windows. The roof is supported by heavy wood angle braces.

#### Bridges

The railroad line includes a number of bridges. As specified by Maryland Transit Administration, these bridges were not individually inventoried. The following bridges are on the line:

Higgins Millpond. Linkwood vicinity.  
Unnamed stream beneath Linkwood Road. Linkwood vicinity (Photo 9).  
Cabin Creek between East New Market and Hurlock.  
Wrights Branch northeast of Hurlock.  
Skinners Run, near Mount Zion Road southwest of Federalsburg.  
Marshyhope Creek, Federalsburg (Photo 10)  
Miles Branch, southeast of Federalsburg

Bridge types include a deck plate girder spans, steel beam spans, and timber pile trestles.

#### Signage

#### Whistle Posts

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Two whistle posts have been located on accessible sections of the Dorchester and Delaware Railroad line. Two, shown in photographs 11 and 12, are located adjacent to the line in Hurlock, while the third is located in Williamsburg.

The first whistle post in Hurlock is used to mark the line's crossing of Main Street (Maryland Route 331), while the second whistle post is used to mark the crossing of Railroad Avenue. The Williamsburg whistle post is located immediately east of the line's crossing of Palmers Mill Road. The whistle posts are rounded-top, cast-iron objects painted white on the front with a raised "W" painted black.

#### Mile Posts

Several mileposts have been located on accessible portions of the rail line. The first, a rusting, cast-iron post, is located on the west side of the railroad tracks, west of Linkwood Road, south of east New Market. Because of its condition, the mile marked by the post was unable to be determined.

The second milepost, a concrete obelisk with a pyramidal cap, painted white, is located adjacent to the line in Hurlock (Photo 13). This milepost marks mile 16 on the line.

The third mile post, a three-sided, rusting, cast-iron obelisk, marks mile 8 of the line (Photo 14). It is located southeast of Federalsburg on the opposite side of the railroad line at a point where Wright Road makes a southeastern turn and runs along the south side of the railroad tracks.

#### Directional Block

A concrete block with a square head rises from the south side of the track area between the Main Street crossing and the Marshyhope Creek Bridge in Federalsburg (Photo 15). This block is inscribed with two arrows, one pointing upward and another pointing to the right. Beneath the right pointing arrow is the letter "C," presumably indicating Cambridge.

#### Switches

Switches are located in Hurlock and Federalsburg (Photo 16). Embossed dates on the bases of the switch mechanisms indicate that the mechanism of both switches substantially postdate 1959. Therefore, they have not been recorded as historic elements of the line.

#### Related Buildings

Buildings were identified as associated with the rail line if they are adjacent to the rail line and appear to have shipped materials to and/or from the location by railroad.

#### Cambridge

For much of the twentieth century, the vicinity of the west end of the rail line was dominated by industrial buildings, primarily those of the Phillips Packing Company.

1) Herbert Hearn Hardware Company. 415 Dorchester Avenue. Tax Map: 303, Tax Parcel: 4982. Tax ID #: 07119399

The Herbert Hearn Hardware Company, wholesalers of hardware, was located on the east side of the rail line west of Dorchester

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Avenue (Photo 17). The company was a wholesaler of hardware. Its irregularly shaped two and three story brick building, has an east façade that steps outward toward the north to permit several loading bays parallel to the street. Walls are fenestrated with nine-light, metal sash windows.

This building was served by a siding from the railroad line.

2) Former Phillips Canning Company Canning Factory F. 419 Dorchester Avenue. Tax Map: 303, Tax Parcel: 4982. Tax ID #: 07119399

The former canning factory building, which now houses an antique mall and a marine construction business, consists of a roughly rectangular, two-story, brick block whose walls are punctuated by brick pilasters (Photo 18). First and second story openings consist of 16-light, steel, sash windows, some of which have been broken out while others are boarded over.

Hurlock

Three commercial buildings sit adjacent to the south side of the railroad line and appear to have been constructed to take advantage of proximity to the line:

1) current ValPak. Tax Map 400, Parcel 281. Tax ID #: 15003758

According to assessment records, the building was erected in 1925 (Photo 19). It served as the milk station of Harbison Dairies, Inc., and was served by a siding off the north side of the Dorchester and Delaware Railroad line (Sanborn 1932). Harbison was a large Mid-Atlantic regional milk producer, and the building was constructed to collect milk from surrounding dairy farms and prepare it for rail shipment.

This building, situated on the south side of Broad Street and the north side of the railroad line, consists of a single-story, brick warehouse placed on a raised concrete foundation. Its walls are divided into bays by brick pilasters. The south side of the building was originally fenestrated with double-hung, wood, sash windows placed in segmental arched openings, and smaller windows in the east end bay. Most of these windows have been enclosed, as have several door openings. Current door openings on this wall include two steel rolldown doors and a steel entry door. The east end wall, has an off-center, entry door reached by wood-framed steps, and segmental arched window openings, some of which contain replacement six-over-six, double-hung, sash windows. The west wall is blank, other than the pilasters, while the north wall contains several loading bay doors.

2) former Continental Can Company building, west side of Nealson Street. Tax Map 400, Parcel 282. Tax ID #: 15008903

This building may represent is an enlargement of the building depicted as a box factory on a 1932 Sanborn map of Hurlock (Photo 20). This box factory was associated with the Continental Can Company, whose main factory building still stands adjacent to the northwest side of Maryland Avenue in Hurlock. Between 1902 to approximately 1982, the facility manufactured cans for the tomato industry, changing to can ends in 1982. In 1990, the facility was sold to Crown Cork & Seal Company. In 1997, the Hurlock Police Department occupied the former office building, and B & G, a food products company, occupied one of the warehouses (MCZMP n.d.).

This building is located on the west side of Nelson Street south of the rail line. It single-story, cross-gabled building sheathed in corrugated sheet metal. Openings on the west side of the building include two pairs of sliding, top-hung, loading doors.

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## 3) W.H. Neal &amp; Sons, Inc. Cannery Building, south side of Broad Street. Tax Map: 400, Parcel 275. Tax ID# 15014948

This building is shown on a 1935 Sanborn map of Hurlock as a two-story storage and packing building of the W.H. Neal and Sons, Inc. Cannery. W.H. Neal established operations in Hurlock in 1919 which continued until 1939.

The building, currently a ruin, overgrown with ivy, consists of an oblong, shallow gabled roof structure divided into 16 bays by pilasters (Photo 21). Openings consist of first and second story loading doors and eight-light pivoting windows. A low monitor rises from the east end of the roof.

## Federalsburg

Several buildings associated with the twentieth century packing industry are located along the railroad in Federalsburg.

## 1) John N. Wright Potato House. Tax Map: 201, Tax Parcel: 602. Tax I.D #: 05002958

The first outbuilding, located on a siding south of the main line, may currently be used as a storage facility by the Maryland and Delaware Railroad. It was constructed by John N. Wright, Jr. of Federalsburg as a potato house and packing shed. The building, which is shown in an advertisement in the 1932 Historical Souvenir of Federalsburg (Charles 1932:n.p.), originally had an entry door on one side, and a second story shed-roofed cantilever off one end, connecting to an open, shed-roofed, packing shed.

As modified, its north side wall is fenestrated with eight-over-eight, double-hung, sash windows (Photo 22), a shed ell projects from the west end, and the east end contains sliding vehicle doors. It is sheathed in modern siding.

## 2) John N. Wright, Jr. Pickle Factory. Tax Map: 201, Tax Parcel: 601. Tax ID #: 05024269

This building is depicted in a 1932 advertisement for the Wright enterprises as a pickle factory. The advertisement depicts its north gable end, which was pierced by a central entry door flanked by paired, double-hung, sash windows. Paired windows were also present in the gable peak. The building is constructed of concrete block. Its west wall features two large, top-hung, loading doors, while its south gable end has five oblong window openings in the paneled gable peak.

Several blocks adjoin the north end of the factory (Photo 23). A two-story, gabled roof block is oriented parallel to the tracks. This block, sheathed in metal sheet and fenestrated with windows protected by metal bars, has a chimney that projects from the center of the roof. A west end addition has an irregular roof form. Its first story wall is constructed of concrete block, while its second story is sheathed in vertical boards. To the west of this block is a brick chimney stack. The associated building is no longer extant.

Two other buildings appear to have also been historically associated with the pickle factory. The first, a large, gabled roof concrete block warehouse, has its gables sheathed in siding with slit window openings. The side walls are pierced by loading doors (Photo 24). The second is a two-and-one-half-story warehouse, sheathed in vertically corrugated metal. The west gable end wall is pierced by square window openings and a sliding door, while two loading doors are placed in the south wall (Photo 25).

## Building Remains

## Cambridge

Concrete foundation remnants, probably associated with Phillips Packing Company Factory C, are present to either side of the

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railroad track south of Washington Street in Cambridge (Photo 26).

#### Historic Narrative and Significance:

The Dorchester and Delaware (D&D) Railroad was initially chartered in Maryland on February 6, 1866 and in Delaware on January 30, 1867 with the objective of linking Cambridge with the Delaware Railroad at Seaford, and thence to the greater East Coast rail network. Cambridge, with its population of 2,500, was then the largest city on the Maryland Eastern Shore. In 1867, the Delaware Railroad built a branch six miles from Seaford to the Maryland state line, leased it to the D&D, and loaned the company the capital necessary to complete its 27-mile line in Maryland. Construction began in April 1868, and the first service was operated along the entire line in November 1869. The cost of the railroad was \$300,000 (Hayman 1979:47).

The line was initially served by the following stations (west to east): Cambridge, Thompson, Ayries (current Airey), Linkwood, East New Market, Hurlock, Williamsburg, and Federalsburg. Later a station was established east of Federalsburg, at a hamlet known as Dessard, near the state line (Hayman 1979:48). A 1924 Sanborn map of Federalsburg and vicinity indicated that Dessard, identified as "Dessards Siding," was 2.25 miles southeast of Federalsburg. Adjacent to the rail line was a one and two-story, wood-framed cannery building, a single-story cannery building, a 1 1/2 story warehouse, a one-story U-shaped bunkhouse, and a single-story, wood-framed dwelling (Sanborn 1924). All of these buildings have apparently been demolished.

In 1871, the railroad offered one eastbound trip and one westbound trip each day, passengers trains with freight cars attached. The eastbound trip left Cambridge at 9:00 a.m., arriving at Seaford at 11:10 a.m. In Seaford it made close connection with trains of the Delaware Railroad. The westbound trip left Seaford at 2:00 p.m., arriving in Cambridge at 4:05 p.m. where it connected with steamers to and from Baltimore (Dorchester County News 2/20/1872).

The D&D enjoyed a steadily growing business from the start. Heavy outbound traffic in agricultural products, timber, and seafood made it a profitable enterprise. The Philadelphia, Wilmington & Baltimore Railroad acquired a controlling interest in the line. In 1882, it was reorganized as the Cambridge and Seaford Railroad (Hayman 1979:50).

In 1899, the Delaware Railroad Corporation was established. It included the Delaware Division of the Philadelphia, Wilmington and Baltimore Railroad, the Queen Anne and Kent Railroad, the Delaware and Chesapeake Railroad, and the Cambridge and Seaford Railroad. The capitalization of the new company was \$2,987,000, and its president was H.F. Kenney, formerly the general superintendent of the Philadelphia, Wilmington & Baltimore Railroad (New York Times 1899).

After the bankruptcy of the Penn Central Corporation, primary lines were enumerated in the Final System Plan which created Conrail in 1976. Initially, the states of Delaware and Maryland contracted with Conrail to operate the Cambridge line, the Hurlock-Preston branch, and other small branch lines as a subsidized "designated operator" with ownership retained by the Penn Central. After a year of operation, the expense of subsidizing these lines at Conrail's high cost led the state governments to seek a lower-cost short line as the designated operator.

In August 1977, Rail Service Associates took over the line, as well as the Hurlock to Preston spur. These liens were managed through a separate company, the Maryland and Delaware Railroad, incorporated August 1, 1977 (Hayman 1979:171). The Maryland and Delaware Railroad Company was named designated operator under a contract with the Maryland Department of Transportation (Maryland and Delaware Railroad 2008).

#### Communities Served by the Line

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## Cambridge

Cambridge was initially authorized as a town site by the Maryland colonial government in 1684 but was not incorporated as a town until 1745. By 1762, Cambridge was the home of the largest tobacco warehouse in the region. During the latter part of the eighteenth century, the town developed as the principal port of entry for Dorchester County and served as a market for tobacco, seafood, and muskrat pelts. Following the Civil War, Cambridge became an important vegetable and grain port. In the late 1860s, the amount of goods transported annually through Cambridge included 250,000 tons of grain, 10,00 barrels of crabs, 500,000 gallons of oysters, half a million pounds of fish, and 50,000 crates of peaches. Because of its major shipping role, Cambridge proved to be a logical western terminus of the railroad (OHTMC n.d.).

Because of its direct access to the Choptank River, Cambridge developed as an early center of the Eastern Shore canning industry. The earliest cannery was opened by James Wallace and Son, oyster and fruit packers, on Cambridge Creek by 1870. By the late nineteenth century, the city had become an important center for the packing and processing of oysters, tomatoes, and sweet potatoes. In 1902, oyster packers A. Phillips, L. Phillips, and G. Winterbottom began to diversify (Wennersten 2005: Burton 1986:79).

It was Albanus Phillips (1872-1949) who turned a small regional packing operation into a huge vegetable and seafood conglomerate that at its peak provided employment for 10,000 workers in Cambridge and other areas of the state. While the family continued to pack oysters, Albanus Phillips concentrated on canned tomatoes, ketchup, and sweet potatoes (Wennersten 2005).

In 1918, the Phillips Packing Company and other industrial uses had not yet spread to the north side of Washington Street. West of the tracks on the north side of Washington Street were wood-framed one-to-two-story houses and tenements, and a wood-framed lunch counter building adjoined the north side of the street. The Phillips Packing Company operated Factories B and C south of Washington Street (Sanborn 1918).

In 1930, warehouses 4 and 5 of the Phillips Packing Company were located west of the railroad tracks on the north side of Washington Street. Between the railroad tracks and Dorchester Street were the warehouse of the Herbert Hearn Hardware Company and the factory of the Cambridge Furniture Company (Sanborn 1930).

In 1948, the western end of the railroad line continued to be dominated by facilities of the Phillips Packing Company. On the northeast side of Washington Street, the tracks were flanked by the Phillips Warehouse No. 4 to the west and the Herbert Hearn Hardware Company Building to the east. North of the western building was the Phillips Warehouse No. 5, while north of the hardware company building was Canning Factory F. The area south of Washington Street, which now consists of vacant lots with some structural remains, was the site of Canning Factory C to the west of the railroad line and Canning Factory B to the east of the line (Sanborn 1948).

Albanus Phillips became a controversial figure due to his opposition to unions and unionized workers. Despite strikes, labor violence, and agitation, Phillips refused to give into worker demands on wages and working conditions. In the post-World War II period, changing consumer tastes ultimately doomed the company as Americans began to buy frozen foods instead of canned vegetables. The company ceased operations in the 1960s (Wennersten 2005). As industrial facilities north of Washington Street closed, the need for rail service through this area and to the Choptank riverfront lessened, and the northwest end of the line was removed.

Aireys (current Airey)

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Airey, located five miles from Cambridge, was a small village in the early twentieth century. In 1903 it contained about 75 inhabitants, one Methodist church, two stores, a post office, and a public school (Jones 1902:90).

#### Linkwood

Linkwood, located about eight miles from Cambridge, was located in the vicinity of the present Linkwood Road crossing of U.S. 50. In the early twentieth century, it contained one Methodist church, one school, one store, a post office, and a few houses. Its most important industry was a fruit and vegetable canning plant, owned by Mrs. Belle F. Turpin and operated by Robert Brothers of Baltimore (Jones 1902:90).

#### East New Market

The earliest settlement at current East New Market is believed to have occurred in the late seventeenth century. The earliest extant dwellings were probably erected in the early eighteenth century. The town of East New Market was incorporated in 1884.

When the D&D Railroad was in the planning stages, it was initially proposed to run through the middle of the town, as it does Hurlock. Due to the influence of a large stockholder in the line who wished to prevent the road from running through his farm, the line was built south of the town. The town had a second chance to be directly served by railroad when a delegation representing the B.C. and A. Railroad came to the town to seek a right-of-way. Several prominent townspeople objected, and the line was rerouted to pass through Hurlock to the east (Saxton n.d.).

East New Market, located about 12 miles from Cambridge, was described as a thriving village with some of the best farmland in the county. In 1900, it had a population of about 600. Agricultural products of the area included peaches, berries, melons, and other fruits and vegetables. The canning and shipping of these products were the principal industries of the community.

#### Hurlock

Hurlock owes its origins to the D&D Railroad with a station established there in 1867. The first storehouse was built two years later, and the first dwelling was built in 1872. The first town lot was sold to James M. Andrews for \$25. The second dwelling was built by William W. Howith in 1885. The town was incorporated in 1893, and it grew rapidly, containing 15 stores, two hotels, one flour mill, one saw mill, one box factory, two canneries, one creamery, one machine shop, and the Hurlock Drop Forge Company. This growth was stimulated by the completion of the north-south B.C. & A. Railroad through Hurlock in 1890. Its estimated 1903 population was 450 (Jones 1902:89-90).

Beginning in 1891, Hurlock, as many other eastern shore communities, was the site of a cannery. The first, Joseph B. Andrews established their cannery and continued to operate it until 1921 when it was sold to American Stores. Two or three additional canneries were in operation in the Hurlock area, the largest being W.H. Neal and Son, which also developed a can-making business (Burton 1986:83).

In 1914, the freight house was located adjacent to the junction of the former D&D Railroad and B.C. & A. Railroad lines on Railroad Avenue. The passenger station was located on the opposite side of the B.C. & A. Railroad from the freight station. Two industrial facilities were located on the south side of the railroad line: the multiple buildings and lumber storage areas of the G.A. Thompson & Son box shook, door, and sash factory, and the Hurlock Ice Company (Sanborn 1914).

By 1923, a one-story box factory building was indicated on the south side of the railroad line west of Neilson Street, while the

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Harbison Dairies building was north of the railroad line, south of Broad Street and west of Neelson Street. Located on the south side of the tracks east of downtown Hurlock were facilities of the Texas Oil Company and an unnamed cannery (Sanborn 1923).

#### Williamsburg

Williamsburg, situated about twenty miles from Cambridge, was initially settled in the early nineteenth century. Its first business was manufacture of wheels for spinning flax and wool. After the establishment of the D&D Railroad, a dept was constructed at Williamsburg, and the hamlet slowly grew. By the early twentieth century, it included two stores, a cabinet and wheelwright shop, a steam flour mill, a fruit and vegetable cannery, a Methodist church, and about 25 dwellings (Jones 1902:91-92).

#### Federalsburg

Federalsburg is situated about 22 miles east of Cambridge in Caroline County. Initial settlement of the community may have occurred as early as the 1690s, its site at a fordable place of the headwaters of Marshyhope Creek. A store was established at the site in 1789, and the first bridge across the creek at the place was erected in the early 1790s.

The earliest major industry was shipbuilding, handicapped by the shallowness of water adjacent to the village. Other industries were developed around the mill dam at the north end of town. These included a sawmill, a grist mill, and a yarn mill. River traffic with Baltimore and other smaller towns on the Chesapeake Bay began early in the town's history (Maryland Municipal n.d.).

Prior to 1868, it was necessary to drive 10 miles to Bridgeville, Delaware to catch a train going north. Stage coaches made the daily trip to Bridgeville carrying passengers and the mail (FHS 2003:71).

Federalsburg developed as one of the centers of the twentieth-century Caroline County canning industry. Among the city's canneries were W.R. Breeding, which operated from 1903 to 1927; T. Mark Breeding, which operated from 1930 to 1932; Carroll and Kinder, which operated from 1919 to 1925; Gilbert E. Knight's Caroline Canning Company, which operated from 1947 to 1958; William H. Clark and Son, which operated from 1919 to 1931; the Cloverdale Farm Packing Company, which operated from 1946 to 1958; the Kenneth Cochran Company, which operated from 1919 to 1923; H.G. Longaker and Company (1919 to 1927); H. Burdette Messenger (1897 to 1925); Thomas S. Webster (1925 to 1934); Wheatley Canning Company (1920-1945); Frank Wright (1910 to 1929); and John N. Wright, Jr. (1933-1973) (Burton 1986:67-71).

In 1932, the Federalsburg Flour Mills were located on the north side of the line east of Main Street, while the passenger depot and freight depot were located on the north side of the line adjacent to Railroad Avenue (Sanborn 1932).

#### National Register Evaluation

The Dorchester and Delaware Railroad between Cambridge and the State Line is eligible for listing in the Maryland and National Registers of Historic Places under Criterion A. It played a significant role in the establishment and growth of several Eastern Shore towns and fostered economic development throughout the region. Numerous railroad-related industries, stations, bridges and signs remain intact along the corridor. While the railroad bed, rails and ties have been replaced over time, the maintenance and replacement of these secondary elements is commonplace and does not diminish the historical significance of the railroad corridor.

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

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1918 Fire Insurance Map of Cambridge, Maryland. Sanborn Map Company, New York.

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

D-782 \ CAR-373

Dorchester and Delaware Railroad

Page 12

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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
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Reviewer, National Register Program\_\_\_\_\_  
Date

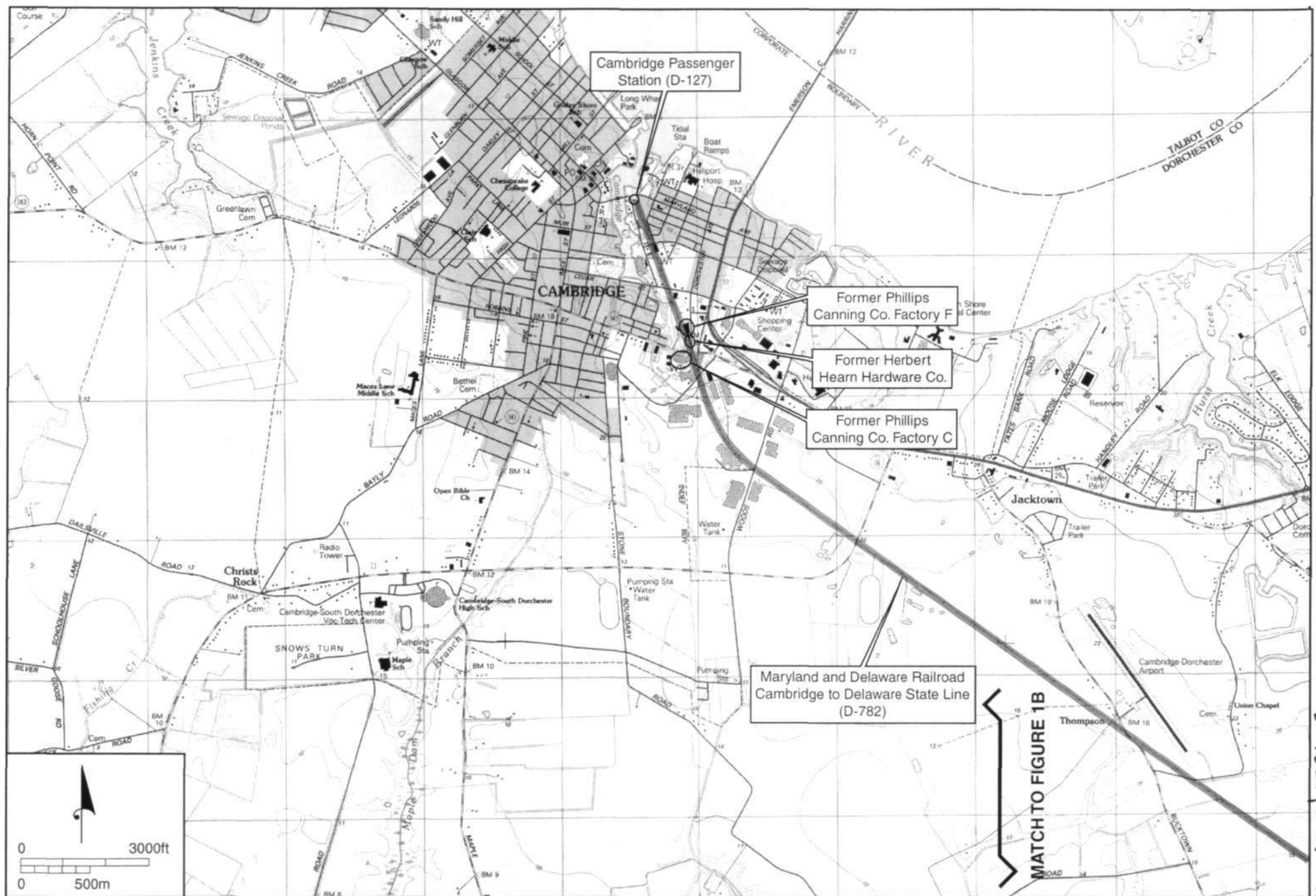


Figure 1A. Maryland and Delaware Railroad, Cambridge to Delaware State Line. Detail, Cambridge, MD 7.5-minute quadrangle (USGS 1988).

D-782 / CAR-373



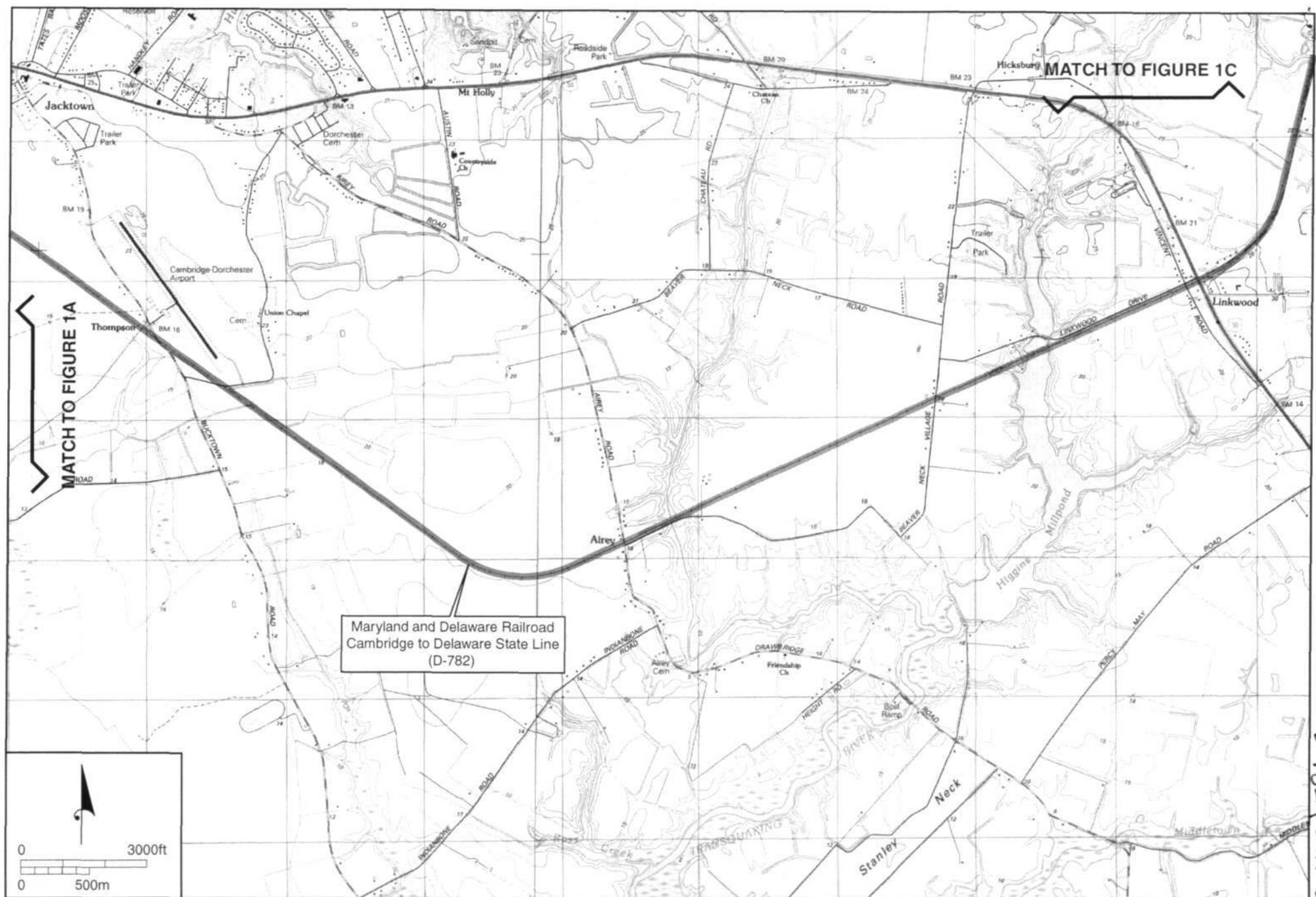


Figure 1B. Maryland and Delaware Railroad, Cambridge to Delaware State Line. Detail, *Cambridge, MD* 7.5-minute quadrangle (USGS 1988) and *East New Market, MD* 7.5-minute quadrangle (USGS 1988).

D-782 CAR-373

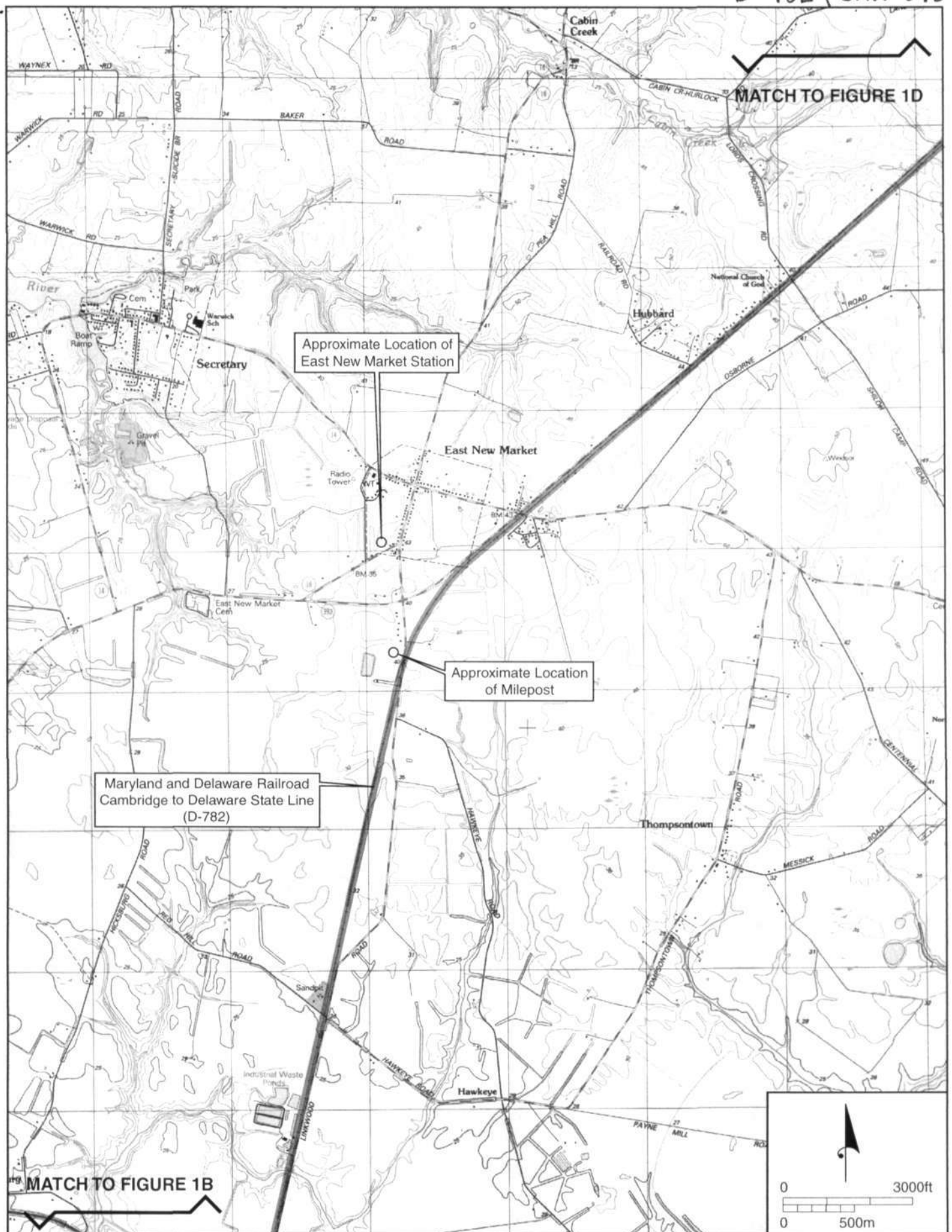


Figure 1C. Maryland and Delaware Railroad, Cambridge to Delaware State Line. Detail, *East New Market, MD* 7.5-minute quadrangle (USGS 1988).

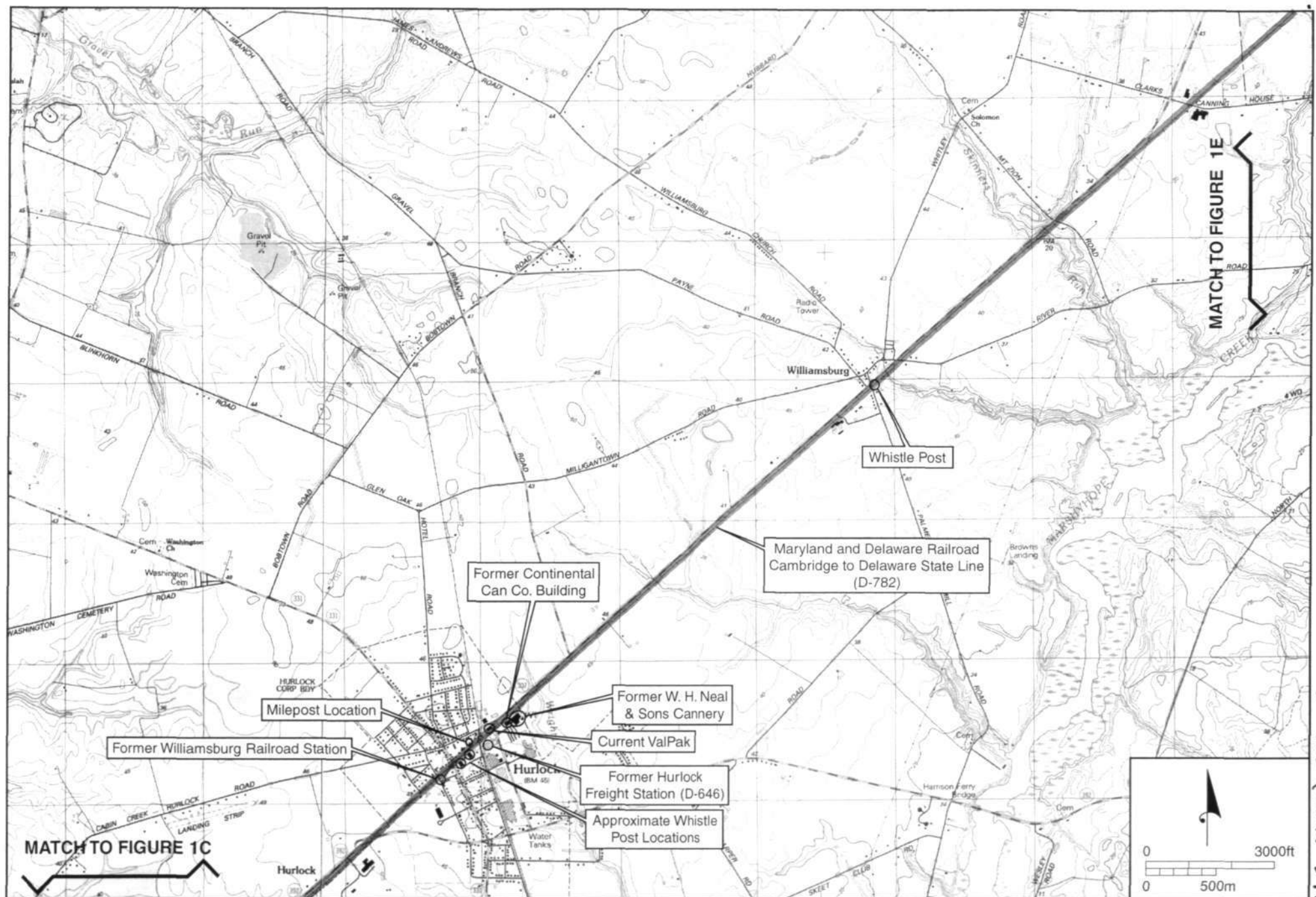


Figure 1D. Maryland and Delaware Railroad, Cambridge to Delaware State Line. Detail, *Federalsburg, MD* 7.5-minute quadrangle (USGS 1988).

D-782 \ CAR-373



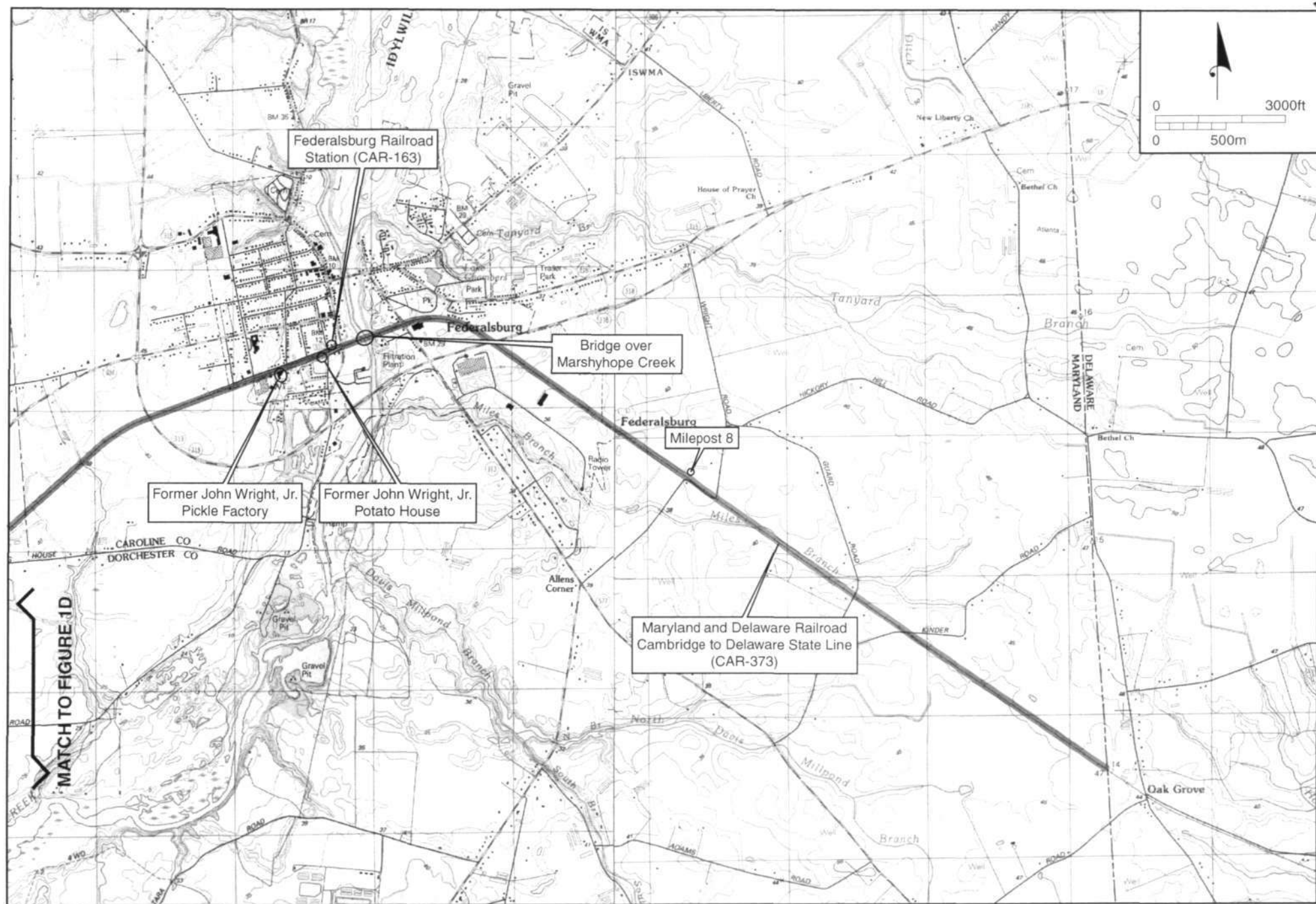


Figure 1E. Maryland and Delaware Railroad, Cambridge to Delaware State Line. Detail, *Federalsburg*, MD 7.5-minute quadrangle (USGS 1988) and *Seaford West*, DE-MD 7.5-minute quadrangle (USGS 1992).

D-782 / CAR-373





MIHP# D-7822-0 CM-373

Dorchester and Delaware Railroad

Dorchester, MD

Douglas C McVane, L

7/2008

MDSHPD

Former Dorchester and Delaware Railroad line adjacent  
to Linkwood Road toward northeast

#1 / 25



MIT HP # D-782 and CAR-373

Dorchester and Dedmore Railroad

Dorchester MA

Douglas C McVinish

7/2008

MOCKED

Cambridge Passenger Station. Southwest side toward  
east

#2 / 25



MEHP# D-782-2 CM375

Dorchester and Delaware Railroad

Dorchester Maryland

Douglas C McVarish

712008

MIDSHIP

Huntlock Freight Station, Southwest of the old railroad

43/25





MIHP# D-78260 CAR-373

Dorchester and Delaware R. 1200

Dorchester County, MD

Douglas C. McVane

7/2008

MDSHIP0

HURLOCK Freight Station ( ) Southwest  
and southeast sides toward northeast

#4/25



MEHP# D-782 and CAR-373

Dorchester and Delaware Railroad

Dorchester, Maryland

Delglass Creek St

7/2008

MD5420

Former Williamsburg Passenger Station, Martins  
and Southeastern Railroad West

#5/25



ME 45# D-782 and CM 373

Dorchester and Delaware Railroad

Dorchester MD

Douglas C McVane

7/2006

MIDSHORE

Former Hill Country Passenger Station Boardwalk and  
Southwest side town square

#6/25





MIHP CAR-373 and D-782

Dorchester and Delaware Railroad

Caroline County, Md.

Douglas C. McVinish

7/2009

MC-420

Federalsburg Passenger Station. South and East  
Siders toward North

#7/25



MIHP# CR373 and D-782

Dorchester Delaware Route 22

Caroline County, MD

Douglas C McSmith

712008

MDSHPO

Federalsburg Passenger Station

South and West streets toward Northeast

#8 / 25



MIHP # ~~D-792~~ 2004-373

Dorchester and Delaware Railroad

Dorchester County, MD

Douglas C. McElorish

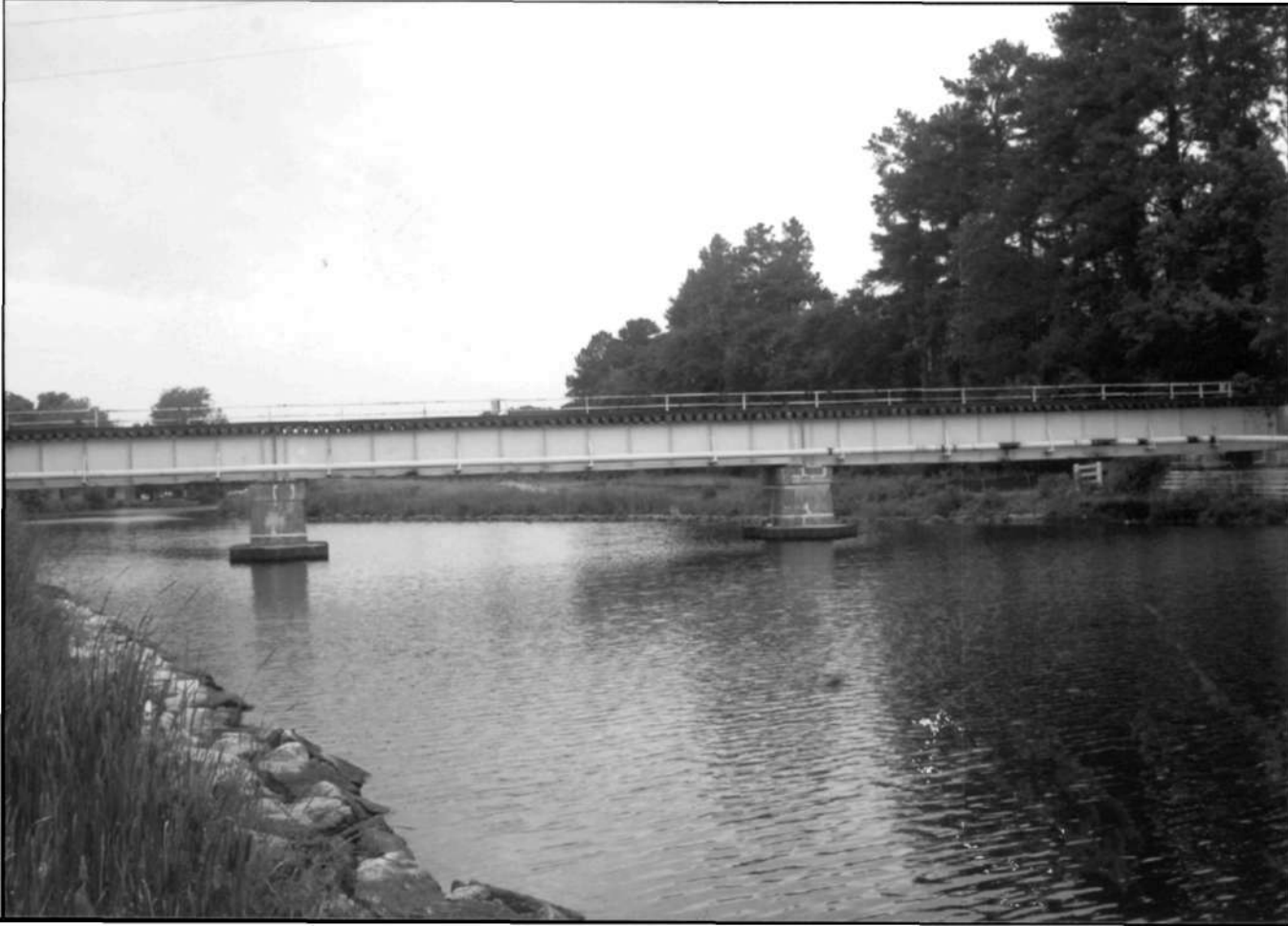
7/2008

MIHP#

Bridge over unnamed stream west of Liversed

Road. toward Northwest

#9/25





MIHP# CA2-373 and D-782  
Dorchester and Delaware Railroad  
Caroline County, MD

Douglas C McVarish

712008

MDSHPO

Bridge over Marshyhope Creek Federalburg  
General view toward northern

#10/25



MIHP # D-182 and CAR-373

Dorchester and Delaware Railroad

Dorchester, MD

Douglas C McVarrish

7/2008

MD SHPO

Whistle Post, northwest side of Legion  
Drive, Hurdle, toward southwest

#11 / 25



MIHP # D-782 and CM-373

Dorchester and Delaware Railroad

Dorchester Maryland

Douglas Creek and

7/20/68

MD SHPO

Whistle Post, North east side of Longview Drive

Huebel rd. on south west

# 12/25



MILE  
1  
6  
POST



MIHP# D-782 a-o CAR-373  
Dorchester & Delaware Railroad  
Dorchester, MD  
Douglas McVane

712008  
MDSNPO

Milepost 16, Northwest side of Legion  
Drive, Huntlock, toward northern

#13 / 25



MIHP# CAR-373 o-2 D-782  
Dorchester & Delaware Railroad

Caroline, MD

Douglas McVinish

712068

MDSHPD

Milepost 8, Wright Road, Federalising  
Vicinity, to and north of

#14/25



MIHP #CAR 373 and D-782  
Dorchester & Delaware Railroad  
Caroline, MD

Douglas C McVicker

7/2008  
MDSH00

Directional block, Federalburg, near  
Mansfield Creek Bridge

#15 / 25



MIHP# CAR-373 and D-762  
Dorchester and Delaware Railroad  
Caroline, MD  
Douglas C McFarlin

7/2008  
MDSKPO

Switch, Federalsburg, toward Northwest  
#16 / 25





MIHP # D-782 and CA2-373  
Dorchester and Delaware Railroad

Dorchester, MD

Douglas C McVane

712008

MDSHPQ

Former Herbert Hearn Hardware Company building  
Cambridge, east & south side, to and north of

#17/25

Whittington Marine Const.  
201 W. Washington, Baltimore, MD  
Phone: 410-328-8276  
Fax: 410-328-8276  
www.whittingtonmarine.com

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ANTIQUE

MIHP# D-782 and CAR-373

Dorchester and Delaware Railroad

Dorchester MD

Douglas C McVassie

712008

MD SHPO

Former Phillips Canning Company Factory, Cambridge,  
east and south sides, Howard N.W.

#18 / 25



MIHP# D-782 and CAR 373

Dorchester and Delaware Railroad

Dorchester MD

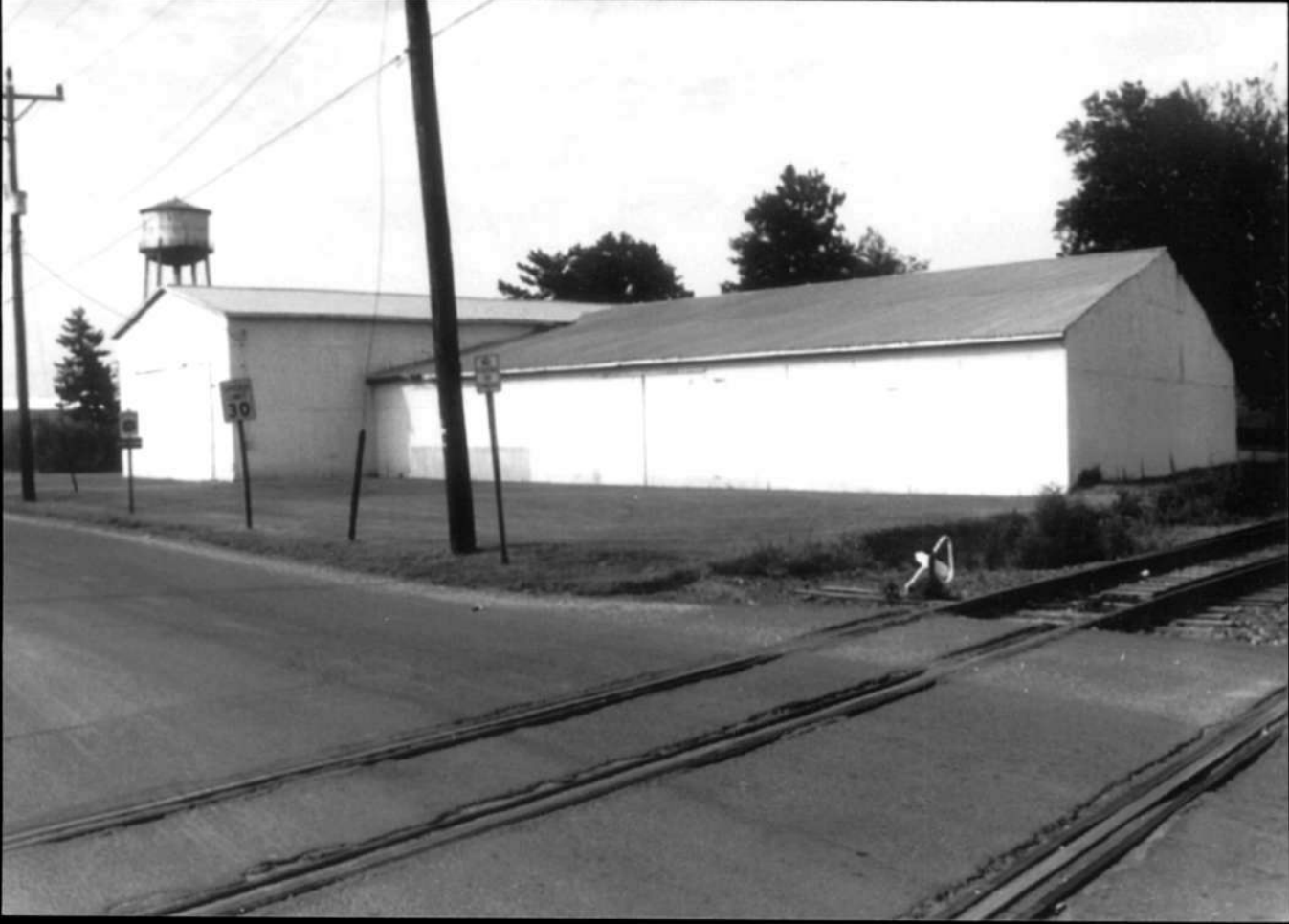
Douglas C McVarr

712068

MDSHPG

CURRENT VolPac Factory, Hurlock, Southeast and  
Northeast sides to and north of.

#19/25



MIHP# D-782 and CAR-373  
Dorchester and Delaware Railroad  
Dorchester, MD  
Douglas C McVint

7/2008

MDSHPD

Former Continental Can Company building,  
Huntlock, Northeast and Northeast sidetrack SW  
#20 / 25





MTHP# D-782 and CAR-373

Dorchester and Delaware Railroad

Dorchester MD

Douglas C. McFarlin

712008

MD SHPO

Former W.H. Neal and Sons Cannery. Huntuck  
Northeast and Northwest sides toward SW.

#21/25



MIHP# CAR-373 and D-782  
Dorchester and Delaware Railroad  
Capoline MD  
Douglas C McVann

712058

MDSHPD

Former John N Wright Potato House, Federalburg  
East and north sides toward Southusk

#22 | 25



**JOHN N. WRIGHT JR.**

BUY  
ENERGY  
EXPRESS

MIHP # CAR # 373 and D-782  
Dorchester and Delaware Railroad  
Caroline County, MD  
Douglas C McVarrin

7/2008

MDSHP

Former John N. Wright, Jr. Pickle Factory,  
Federalburg. East and North sides toward southeast

#23 / 25



MEHP # CAR-373 and D-782  
Dorchester and Delaware Railroad

Caroline, MD  
Douglas C McVinty

712008

MD SHPO

Former John N. Wright, Jr. Pickle Factory Warehouse,  
North side of Smith Street, Federalsburg.  
West and south side to road Northwest

#24/25





MIHP# D-782 and CAR 373

Dorchester and Devon Railroad

Dorchester, MD

Douglas C McVarrin

7/2008

MDSHP0

Remnant of Phillips Packing Factory C,

South of Washington Street, toward east.

#25/25